

covered and described by F. T. Fernbach, R. Conservator, Munich" (gr. 8vo. 10s). Hestates that he has devoted a life to this improvement of monumental decorative art, whose merits are, certainly, no more theoretical, having been carried into execution in the above gorgeous spaces, by not less a personage than Professor Schnorr. [The present works carried on in the new Houses of Parliament, make every thing connected with mural painting of importance.]

*The Great Industrial Exhibitions on the Continent.*—The only work of public utility which the National Convention ever established in France, was the *Museum of Arts and Manufactures*—the germ and prototype of all similar subsequent endeavours. Since that time grand exhibitions have taken place in Paris, Berlin, Vienna, and Dresden, where everything connected with the material industry of the country, has been displayed for the instruction and boast of the nation. The many works published on that score abroad, we have laid before our readers in other parts of our periodical, and a detailed *exposé* of what is proposed to be done here, has been given previously by another hand. But as England has been late in following in the wake of foreign enterprise—we should think; that her Industrial Exhibitions could still assume a novel and original character, by combining our *Colonial Industry* with that of the mother country. That many objects novel, in every part of human industry—*as in the British Colonies*, is a very plausible assumption, as they comprise the whole extent of the world. To speak merely of objects falling within our province, we would remind our readers of the many structural models, which could be brought from India and China, in which countries buildings exist, which in their boldness or extent, are beyond the views of European artists and artisans. Tools and implements of endless variety, may be expected from countries, where strange mechanical skill, certainly, must be possessed, when we come to know, that the Chinese can unite (solder?) cast-iron—a performance beyond the reach of all our practical chemistry. Many things of the kind would be bought and sent to England by merchants and others, if it were known, that they were to be exhibited. It is not only the admission fees, which might pay for the conveyance and other current expenses of such objects—but in Berlin an auction was held, subsequent to the exhibition, of articles selected or pointed at by the public. And why should it not be so here as well? A nation can never be ashamed of, or shrink from buying, or selling, or doing anything, in fact—for the public good.

*Peat as a Combustible for Locomotives on Railways.*—The *Paris Journal des Travaux Publics* contains the following:—"On the railway from Milan to Monza an experiment of great importance has been made of late, which may much facilitate the means of communication in countries deficient in coal. In substituting peat for mineral coal, it has been found that the economy in using the former was from thirty to forty per cent. As it is known that the expense for the burning material is about one-fourth of the whole expense of the working of a railroad, one-twelfth of the entire expense would be saved. It is Sardinia especially who can avail herself of the great advantage which the using of peat may afford, as she is deficient in both coal and timber, but very rich in peat." The above may be a useful hint to railway undertakers in Ireland, Canada, Nova Scotia, &c.

*Stupendous Railway Activity in Italy.*—The social condition of that country is undergoing a greater change than has happened since the time of the Crusades. The two lines from Milan to Monza, and from Venice to Padua (in operation for several years past) are kept up with good success, and on the former the increase of passengers in 1844 over those of 1843 was 68,769. The line from Livorno to Pisa, opened on the 14th of March, 1844, has conveyed, during the nine months of that year, 327,992 passengers.—The line from Naples to Castellamare and Nocera has conveyed during the months of September, October, and November, 1844, 327,992 passengers. The line from Naples to Capua shows, during the same period, 225,708 passengers.—In February last the King of Sardinia ordered the construction of a railway from Turin to Genoa, passing through Novi, Alessandria, and the valley of

the Tanaro, with several side branches, one towards the Lago Maggiore, passing the Po at Valencia.—In Tuscany, government has authorized the planning of three new lines; one from Pistoja to the frontiers of Lucca, passing through the valley of Nievole; the others from Livorno to the Romish frontiers, passing through the Tuscan downs (maremme); the third from Pistoja to the frontiers of the Bolognese.—In the principality of Lucca a national company has been at work for some time, and has pushed its operations so far as the Tuscan frontiers. The Ferdinand line in Austrian Italy is in a forward state on its whole extent, and arches, bridges, viaducts, tunnels, and termini-buildings are either finished or on the point of being so.—*Journal des Travaux Publics.*

*James Millingen.*—This renowned archaeologist was born at London in 1775, and made his first studies at the Westminster school, of whose then management, however, he entertained no high opinion. A small collection of curiosities belonging to his father first directed his attention towards similar pursuits—and the acquaintance with men like Townley and Cracherode, decided him for the study of antiquities. When his father went in 1790, to reside at Paris, young Millingen formed the acquaintance of Barthelemy, Mongez, and such men. The subsequent horrors of the French revolution deprived his father of great part of a considerable fortune. Such circumstances, as well as a feeble state of health, obliged him to visit Italy in 1803, where he again returned in 1806, after the death of his parents. In 1812, he published his first work on ancient numismatics, which was followed in the subsequent year by his great work on ancient vases, with sixty plates, exquisitely selected, and drawn under the author's superintendence. He was the first, who employed a sound and comprehensive criticism in the explaining of the designs of these remains of antiquity. In 1817, Mr. Millingen published his work on the Coghill vase collection, of which, however, merely the text belongs to him. But his chief works are the two volumes, entitled "Unedited Monuments," by which he intended to convey to his countrymen a means of comprehending the choicest of ancient relics of art. With the second volume, however, this work ceased in 1826. Millingen felt the neglect of art on the part of his fellow-citizens, and expatiated thereon in a very judicious pamphlet "On the State of Learning and the Fine Arts in Great Britain." London, 1831. His industry and labours were unrelaxed, and his last work "Coins of Ancient Italy," was published as late as 1841. He contemplated other works, when death surprised him in the middle of this year, far from his native land; still, in a land replete with objects of his constant predilection—ancient monuments of every kind.

*The Secretary of State for Public Works in France.*—has just sent the following order to the *préfets* (lord lieutenants), in reference to the laying out of public roads on their passing through towns, boroughs, or villages. The following are some of the chief points of this regulation:—"It is not always required to adhere to a strict parallelism in the laying out of public roads and thoroughfares.—It is necessary to obviate, as much as possible, the advancing of buildings on the public roads, which would needlessly encroach upon the actual width—and if a narrowing be indispensable, to combine the *alignement* so, that the free circulation can never suffer by the partial carrying out of any plans.—To make widenings on that side where the damage would be least to adjoining property; to preserve all fronts which differ little from the proposed laying out; to choose fixed and well-defined marks, and to avoid breaking the front of any building.—Never to propose curvilinear *alignements*, but to substitute parts of rectilinear polygons, whose form is more favourable for construction.—*Le National.* (This regulation shows the attention paid to such matters by our neighbours—while, at the same time, it contains some useful hints for the laying out of railroads, especially on their passing towns, &c.)

*Centralizing of Paris Railways.*—Count Rambuteau, *préfet* of the Seine department, (Paris), has appointed a commission for examining the project of a *subterranean* communication of all the different railroads centering in the French metropolis. Several plans have

been sent in, which, however, differ very little from each other. (As the distance is short, this plan seems to us preferable to the great bustle and *unquiet*, which open-light railways would entail on already over-nosed cities).

*Artesian Wells in the Desert of Africa.*—The French surveyor, Mr. Fournel, is on the point of starting for Africa with a large stock of boring apparatus, by the working of which he contemplates forming artificial oases in the desert. The idea is great. Mr. Fournel further proposes to erect a lighthouse at each oasis, so that the travelling through the desert could be accomplished at night, and repose taken during the day. Mr. F. is no mere theoretician, having conceived his plan during a former residence in the Sahara of Algiers. J. L.—v.

#### STIR IN THE WESTMINSTER COURT OF SEWERS.

THE great degree of interest with which the proceedings of the Westminster Court of Sewers at this moment, are regarded by a large body of our readers, induces us to report them at some length.

On Friday, the 14th instant, a special court was held "to consider as to the efficiency of the surveyor's department, and as to the expediency of making a change therein."

Mr. Le Breton rose and said, that when he had moved the amendment at the last court, which was carried by so narrow a majority, he hardly anticipated holding the position he was now occupying; he had hoped some more experienced commissioner would have taken up the subject, and brought forward a plan, but as that was not the case, he should at once explain his humble views to the court. It was not his intention to call the surveyors before the court, and many of the statements he should make would at once be accepted by the commissioners present. First, as to Mr. Dowley: it would give him (Mr. Le B.) great regret to see him dismissed at once, because although he was not so efficient an officer as was required, still he possessed valuable information about the sewers. From the way in which he answered the court about the failure of the sewer in the Gloucester-road, Paddington, it satisfied him that he was not an efficient officer, and proved that there was a want of power in the surveyors' department. The honourable commissioner then proceeded to call the attention of the court to the staff of the Holborn and Finsbury Commission, the particulars of which he had received from Mr. Wigg, vice-chairman of that commission. From this statement it appeared that there was only one surveyor, Mr. Roe, whose salary was 450*l.*, and there was a retiring salary of 100*l.* a year to Mr. Page, a former surveyor. The result of the comparison in the two divisions of the expense of surveyors, was 690*l.* a year against 1,050*l.* in the Westminster, a difference in the two departments of which he thought the public had no right to complain. Mr. Le Breton proceeded to state, that in moving the amendment to Mr. Leslie's motion for the appointment of Mr. Phillips, he had no hostility to Mr. P.; on the contrary, it would give him great pleasure to vote for him, for he saw no reason to doubt the abilities of that gentleman; but the fact was, he thought it irregular, and that it looked like smuggling in an officer. The resolutions he was about to submit would bring the whole matter before them, and he hoped that the court would cordially concur with him. He thought it of no use to go back inquiring into certain alleged abuses that might have occurred in the year 1829; he was satisfied no practical good could result from such an inquiry, and much valuable time would be wasted. He would now read his resolutions:—"That the present surveyors' department is inefficient, and entails an unnecessary expense on the rate-payers; that from Lady-day next the services of Mr. Doull be dispensed with, and the office abolished; that from Lady-day the services of Mr. Papworth, the drawing clerk, be abolished; that a surveyor be appointed as joint surveyor with Mr. Dowley, at 250*l.* per annum; that in the event of any vacancy hereafter, by the death or resignation of Mr. Dowley, then there to be only one surveyor; that as to the accounts, they be examined by the joint surveyors, and handed over to the clerk."

The chief point in his scheme was, depriving